

MOTOR CAR NEWS SECTION

And Other News of Interest

\$261,115 Spent On Roads Of Marion County In 1915

During the past year \$261,115.13 was expended upon the roads of Marion county, over a quarter of a million dollars but not one cent of bonded indebtedness hangs over the taxpayers of the county on this account. The money was raised by taxation and was not expended by the county court unless there was cash in hand to pay the bills. The past year has seen many improvements in Marion county roads and also the introduction of paving as performed by the county by day labor.

When the county went into the paving business there was a lot of criticism from some quarters but when the court accounts were cast up it was found that the hard surface paving had been put down at a total cost of 67 1/2 cents per square yard which included a royalty of 15 cents for the use of the paving plant. The past year has also seen the introduction of a checking system upon the work of the road supervisors in this county and at any time the court knows who is getting the most for the money spent in the districts. It is thus able to give advice where needed and to check careless methods of road work and leaks in the county road fund.

The records of the county clerk probably show the first accurate cost account of road expenses in the state of Oregon. An accurate record is kept of the expenditures in each of the 73 road districts showing in detail the amount spent in each district, the amount spent for paving, macadamizing, gravel, bridges, general repairs, new tools and supervisors' salaries, and also the number of feet of each class of improvement in each district. The final summary gives the number of feet of bridges constructed and the total cost of same; the number of feet of steel and concrete culverts, and drain tile and also the number of feet of permanent fills. It shows, for instance, the length in feet of roads graveled in each district, the number of yards of material used and the total cost of the job, from which the cost per mile is easily obtained.

The total cost of new tools and

machinery was \$14,083.36 and the cost of supervisor's salaries \$15,093.51. These two amounts are distributed over items of cost of the various kinds of improvement in the proper proportion so that the cost of macadam given below includes also the cost of machinery and supervisor's salaries. The same is true of the other accounts.

The following is the summary for 1915:

Marion county road and highway cost sheet from records in the clerk's office for the year 1915:

| | |
|---|-------------|
| Item | Cost |
| Paving | \$15762.59 |
| Work performed. Laid 23,895 square yards of paving at an average cost of .96 per square yard. | |
| Macadamizing | \$56229.07 |
| Used 20,944.5 cubic yards of rock and laid 104,325 linear ft. or 19.76 miles of Macadam road at an average cost of \$2.845 per mile. | |
| Graveling | \$92122.16 |
| Used 57,768.08 cubic yds. of gravel and laid 355,824 linear feet or 67.39 miles of gravel road at an average cost of \$1.367 per mile. | |
| Bridges | \$16204.74 |
| Constructed 2800 feet of wooden bridges and 833 ft. of dirt fills to permanently replace wooden trestles and bridges. | |
| General Repairs | \$67754.07 |
| Constructed 2565 feet of permanent steel and concrete culverts and laid 5832 feet of permanent drain tile. To this is charged all temporary work not included under any other head, such as all grading, ditching, dragging and all miscellaneous expenses. | |
| Payments to Cities | \$13042.50 |
| Paid to incorporated cities as their share of the general road fund. | |
| Total Expense | \$261115.13 |
| No. of days volunteer men 1690 1-2. | |
| No. of day volunteer teams 933 3-4. | |

Halversen & Burns Handle Maxwells and Oldsmobiles

Maxwell cars are for sale in Salem by Halversen & Burns at their garage corner of Perry and High streets. If they were engaged in any other business their names would have been used to start this article, rather than that of the auto they handle; but you see when a fellow or firm once gets this auto habit he insists on putting the car ahead of himself. In this case the car being a Maxwell, they are excusable for their pride in it. They also handle the Oldsmobile, and like a fellow follow in love with two girls at once, could be happy with either "with tother dear charmer away."

The firm carries extra parts, tires and everything pertaining to the machines they handle, and either of them or any of their employees will get up in the night to demonstrate beyond a shadow of a doubt that the Maxwell leads every other make of machine having but one rival the "Oldsmobile."

Mr. Halversen not long ago handled these machines in Silverton, and with Mr. Burns bought out Rees & Elgin three months ago.

They are highly satisfied with their business, saying the sale of Maxwells holds out well, and that they have several sales awaiting movement in the hot market. They think and say they have the very best and most serviceable cars made; that old autoists know this, and are showing it by the way in which they choose the Maxwell or Oldsmobile when investing in new cars.

From sales highly probable, and the daily inquiry after cars, prices descriptive matter, etc., both members of the firm are strong in their belief that with the opening of spring sales will be good, and not only their sales but business generally they think will boom. They are sure good boosters for Salem as well as autos, and if everybody was equally enthusiastic Salem would be in the middle of a boom now.

If you want to invest in a car, take a look at the Maxwell and Oldsmobile. It will probably save you the time it would take to look at other makes for to see is to admire, and to desire is to own. Try it and see. Corner Perry and High.

What Business Men Think of Outlook For Coming Year

A Capital Journal representative in the past day or two has asked Salem businessmen as to their opinion of the outlook for business in Salem for the coming year. While there is a general optimistic feeling, there is still a number who are not hilariously enthusiastic over the situation, and still others who see no chance for improvement.

Some laid the cause of business depression on one thing some on another, and some did not name anything especially, just saying the fact without inquiring into the cause.

George F. Rodgers: "I am optimistic, bound to be better."

D. T. Grier, of Falls City & Salem Lumber Company: "I think it certainly will improve. The lumber business is picking up and the outlook in that line seems much brighter."

W. S. Walton, cashier Laid & Bush bank: "Indications are for better business. There is more money available for mortgage loans, than ever before in Salem. Many realize it is cheaper to build now than it will be later, and there is a move in this direction. Careful investors are taking advantage of depression to purchase real estate. These three things are indicative of business awakening."

I. Greenbaum, of Rostein & Greenbaum: "Hard to say when change will come. Business is great in the east, and its effects must be felt here sooner or later. Orders for goods cannot be filled because stocks are exhausted. Showing the demand exceeds supply."

D. W. Eyre, of First National Bank: "Money is in abundance for farm loans. Many depositors seeking investments. It looks like better times in all business lines."

Watt Shipp, the hustler in sporting goods: "Bound to be better because it can't get worse!"

Lot Pearce, implements: "Business was worse in 1915 than in 1914, and I see no hope of immediate improvement. I am not from Missouri, but would much like to be shown."

Ray L. Farmer, hardware: "I am optimistic. Hoping for the best but believe whatever improvement of conditions will be a no hurry."

L. P. Kinnear, a traveling man from Chicago, selling hardware injected some real pep in the situation. He said look at my order book it is brimming with orders from points between Denver and Spokane and at the latter place. Pendleton and that section is waking up. You will be flooded with business shortly. You won't know what to do with it."

W. P. Burns, of Halversen & Burns, Maxwell autos: "Think situation will improve, we have several sales in sight, when boys sell! Everybody is ready to spend money if they can get it, as they have had a long rest in that line."

J. L. Stockton: "I am not looking for good times as long as the war in Europe lasts. The uncertainty due to dispute with Austria and Germany,

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"PLEASE DON'T LET US VOTE," ANTI-SUFFRAGISTS BEG SENATORS



Anti-suffrage delegation. Left to right: Miss Florence Hill, Mrs. J. George, Miss Lucy Price, Mrs. George P. White and Mrs. Arthur Dodge.

A committee from the National Association Opposed to Woman Suffrage has just appeared before the suffrage committee of the senate in an effort to refute the arguments advanced by their suffrage sisters in the hearing a few days ago. The "antis" told the senators that suffrage would increase the ballot evils of the country and that the majority of the women of the United States do not want to vote, anyway.

MARION COUNTY AUTO TRUCK SHOWS PROFIT

Investment In Machinery Nets \$54.96 to County For First Year

In addition to doing all of its work at about 65 per cent of the prices charged by teams the Marion county auto truck returned a profit of \$54.96 for the first year of its use according to the book keeping records of the county clerk. Considering the earnings of the truck and the outlay for upkeep and expenses the truck today stands the county at \$2895.04 and as it originally cost \$3520 it could be sold for more than it has cost the county, but the county court is counting on several more years of service out of the truck in which time it is expected that the machine will almost pay for itself.

The following is the complete record of the county auto truck:

| | |
|---|------------|
| Cost Account. | |
| 1457 gallons gas | \$195.47 |
| Driver | 359.25 |
| Oil, grease and supplies | 27.70 |
| Repairs | 19.87 |
| Registration | 15.00 |
| Total | \$617.29 |
| Depreciation and interest | \$617.29 |
| at \$5.00 per day for 114 working days | 570.00 |
| Total truck cost | \$1187.50 |
| Earnings Account. | |
| The truck worked 72 days, hauling 793.25 yards of gravel, and 42 days at miscellaneous work or a total of 114 days. | |
| The work was charged at about 65 per cent of team rates for hauling to the following road districts and accounts: | |
| District No. | Amount |
| 20 | \$ 1.75 |
| 21 | 13.50 |
| 28 | 20.00 |
| 50 | 91.75 |
| 51 | 14.00 |
| 53 | 691.25 |
| 58 | 21.00 |
| Court House Account | 5.00 |
| Paving Account | 394.00 |
| Total Earnings | 1242.25 |
| Cost including depreciation | 1187.29 |
| Profit Profit | \$ 54.96 |
| Original cost of truck | \$3,520.00 |
| Depreciation covered | |
| by earnings | \$570.00 |
| Surplus earnings | 54.96 |
| Total credits | 624.96 |
| Present cost of truck January 1, 1916 | \$2895.04 |

Misner's Garage Has More Floor Space Than Any in the Northwest

D. Misner, who sells Dodge Bros. Cadillac and Overland cars, and sells them too, has been engaged in the business for three years. He opened a garage and took the agency for cars first in Silverton where he was in business for about two years. About one year ago he came to Salem and opened one of the finest and largest garages in the state. In fact his garage has the largest ground floor space of any in the Northwest, 17,160 square feet, in fact the whole lower floor of the new and handsome Ryan brier building on South Commercial street, opposite the Marion hotel. This is one of the most convenient locations in the city, being almost in the business center.

Marion and Polk counties are Mr. Misner's special business territory, but he will not object to letting a car go to non residents, in fact rather enjoys making that class happy by putting one of his cars under them.

Auto sales are a pretty good indication of financial conditions and this being true, there is evidence of better times being at hand. Mr. Misner reports ten sales of more than 100 cars during the year, and ten of these in the last three weeks, a decided increase over the sales earlier in the year, and this too at the poorest season of the year for sales.

He has contracted for 120 cars for 1916, and from present indications will be shy before the year is out.

He has a splendidly equipped garage, with every convenience and a full stock of auto supplies. Garage opposite Marion hotel, South Commercial street.

ENDURANCE TITLE GOES TO MAXWELL CAR

Touring Car Gives Wonderful Exhibition of Speed and Stamina—10,000 in 20 Days.

Los Angeles, Cal., Jan. 1.—Under official observation by the American Automobile association and as part of a motor non-stop run still in progress, a stock Maxwell touring car has already established the following road records:

5,000 miles in 10 days.
10,000 miles in 20 days.
12,405 miles in 25 days.

Official reports will show all three of these records slightly better than the above close approximation. If the car is continued on the road until January 22, as is possible, it will probably end its run with a total of about 20,000 miles in 40 days.

Vouched for by A. A. A.

There can be no questioning the authenticity of the records. The car was rigidly examined and passed as stock, before the run began, November 22. An A. A. A. observer has been with it every moment since. The mileage has been taken by two speedometers.

To a great event, the sensational speed feature was a surprise, even to the Lord Motor company, Southern California Maxwell distributors, who conducted the run. The car which, more than three years ago, set the motor non-stop figure at 12,404.9 miles, averaged around 400 miles daily. This was the schedule mapped out first for the Maxwell but it was found, during the first day of the run, that much better speed was possible without in the least increasing the tank of the motor. As a result a schedule of 500 miles daily was established and slightly exceeded.

County Clerk Will Pay Bounties After January 3 From 1916 Bounty Fund

Gopher and Mole Scaps will be received by the County Clerk on and after January 3, 1916, and continue as long as the appropriation of \$4,252 made by the county court lasts. Apparently there will be a great rush as thousands of scaps have been held over from last summer and it is impossible to tell how many scaps will be presented on the first day.

Every effort will be made to wait on everybody as rapidly as the scaps can be identified and the proper record made. Preference will be given to scaps properly stretched and strung on strings with a card between each bunch of 10 scaps are easily counted. No scaps will be received unless they are in such condition that they can be positively identified as scaps of gophers or moles.

Scaps cannot be sold or given away. They must be presented for receiving bounty by the party killing the gophers or moles, or by an agent duly authorized in writing. In every case the warrant is made payable to the original party.

The county court has offered a reward of \$25 for information leading to the conviction of anyone violating the bounty law or importing scaps from another county.

Vick Bros. Sell Fords--- 17 in 1911, 660 in 1916

From sales of 17 Ford automobiles for the first year they were in business, to an advance order of 660 Ford's for the year 1916, is the record of the automobile business of Vick Bros., who came from Falls City in the spring of 1911 and opened up a little garage at 173 South Liberty street.

Ford cars were selling for \$875 in the spring of 1911 when Vick Bros. opened up, and their sales of 17 cars that year was evidence that just five years ago Ford cars were not so popular as at present.

Business picked up a little in 1912, as Ford sales were 25 for that year. The firm had moved to Chemeketa street. Fords were selling for \$800 that year and only 25 men were willing to take a chance, and this was only four years ago.

Business Picks Up.

With the reduced price of the car to \$625, the business for 1913 took a more cheerful aspect for Vick Bros., when they purchased a 50-foot property on High street, extending back 165 feet to the alley, it was regarded by many conservative men as taking a big chance. But the popular price and the service given by the car was bringing it to public notice, and the year 1913 saw the sale of 105 cars. Business was picking up for Vick Bros. Although their building 50 by 165 feet with two floors looked very much as a venture early in 1913, by the following spring this space was found entirely inadequate for the growing business. The spring of 1914 saw the firm building a two story addition across the alley adjoining their High street location. This addition was 90 feet in width and two stories, in brick to correspond with the other building. This was in the spring of 1914 when the Studebaker agency was taken. The year 1914 put another notch in the prosperity of the firm, as 300 Fords were distributed to customers in Salem and vicinity and 50 Studebakers. Fords were selling for \$550 this year, and the public was becoming educated to the fact that a serviceable car could be sold at this price on the Pacific coast.

460 Sold in 1915.

The year 1915 saw the purchase of the property on High street from their present location to the corner of Chemeketa on High, and 165 feet on Chemeketa. Fords were selling at the rate of 400 for the year 1915, with 60 Studebakers to fill out the year's business.

A business of 17 Ford cars sold in 1911 to a prospective sales of more than 600 for the year 1916 tells the story of the rise of the firm of Vick Bros., within the last five years. And in addition to the orders already in for the 660 Fords, the firm has placed an advance order for 65 Studebakers.

During the winter months, the firm has a payroll of 25 men, and almost double that number in the summer season. Besides the Vick Brothers who are active in the salesmanship, the firm is represented by E. C. Simmons, J. B. Knight and Elbert Thompson.

A Splendid Garage.

Installed in the garage department are six self measuring Bowser lubricating oil tanks, and a \$4,000 stock of tires for the Fords and Studebakers. The lower floor of the garage has floor space for 50 cars and this space is fully occupied at all times. The second floor is devoted to assembling the new Ford cars and for the new paint shop, with bako ovens recently installed for drying and hardening enamels and varnishes, thus saving much time in the work.

The repair shop in the rear, on Church street, is lighted by large sky lights. In this repairing department are two complete acetylene welding outfits by which a broken casting of any size can be welded. Two lathes, a milling machine and a powerful drill press add to the efficiency of the repair department. During the summer months, 20 men are employed in the repair department alone.

A five passenger Ford, 1916 model, will sell, delivered in Salem, for \$493.25 and a touring car for just \$50 less.

A business of 17 cars in 1911 to an advance order of 660 for 1916 is some business.

Marion County Teachers Well Prepared for Work

| | | | | |
|---|-------------|-------------|-------------|-------------|
| ***** | | | | |
| | 1912 | 1913 | 1914 | 1915 |
| * Census | 13129 | 13446 | 13566 | 13688 |
| * Enrollment | 8292 | 8238 | 8542 | 8626 |
| * Teachers employed | 275 | 258 | 300 | 328 |
| * 8th grad. diplomas issued | 191 | 283 | 281 | 374 |
| * Enrollment grad. above 8 | 875 | 933 | 1142 | 1225 |
| * Average daily attendance | 6209 | 7192 | 7682 | 7930 |
| * Per cent of attendance | 94.4 | 94.4 | 95.2 | 96 |
| * No. organized districts | 121 | 121 | 122 | 125 |
| * District tax | \$147009.96 | \$150404.12 | \$151044.66 | \$154426.72 |
| * County school fund | 99178.53 | 109240.12 | 111453.26 | 111433.55 |
| * State school fund | 23798.09 | 25063.30 | 25281.41 | 25805.65 |
| * Pd. for teachers wages | 158003.70 | 168393.96 | 182545.72 | 195200.37 |
| * Av. monthly salaries | | | | |
| * of male teachers | 112.30 | 92.00 | 87.00 | 79.26 |
| * Av. monthly salary of female teachers | 53.70 | 56.80 | 65.50 | 69.19 |
| ***** | | | | |

"The schools of Marion county have shown much improvement during the past year. Many new buildings have been erected and many of the old buildings have been remodeled and improved in various ways. The sanitary conditions, especially, have received much attention. The schools have a better water supply than ever before; floors have been oiled; new heating and ventilating plants have been placed in many of the schools. The statistical reports show a steady increase in the enrollment and number of teachers employed. The enrollment in the high school has increased nearly one half in the past four years. The close of this year will show a much larger increase as the result of the County Tuition Fund which provides free tuition to high school pupils in the rural districts."

The annual census reports from the one hundred twenty-five school districts of Marion county show a substantial increase in school population during the past year.

The following districts were organized by the District Boundary Board during the past year: Wacanda, No. 135; Talbot, No. 136; Ray Bell, No. 137. The buildings erected in these districts are modern in every particular. This year has seen the erection of new school buildings in Silverton, Stayton, Hubbard and Salem. Woodburn has selected the site and voted the bonds for a new \$40,000 high school building.

Much of the improvement in the schools is due to the plan of standardization which has been in operation in this county for the past four years. This plan secures the cooperation of the parents, school officers, teachers and pupils in making the school what it ought to be. The plan in brief, is as follows: The points to be won are printed on a large card which is posted in each school room in the county. When the superintendent or supervisor visit a school, a star is placed opposite each point won. When all are won, the school is standard and is entitled to a pennant. Following are the points required for standardization:

For Standard Schools.

Flag—Must be flying, weather permitting.

Schoolhouse—Properly lighted.

Equipment—Teacher's desk and chair; desks for pupils properly adapted and placed; suitable blackboards; window shades in good condition.

Heating and Ventilating—Jacketed stove properly situated, minimum requirement; window boards or some other approved methods of ventilating.

Rooms—Attractive at all times.

Standard Picture—One new one, unless three are already in the room, framed.

Grounds—To be clean, free from paper, etc. At least three features of play apparatus. Walks if necessary.

Sanitation—Pure drinking water, either drinking fountain or covered tank and individual drinking cups; individual, family or paper towels. Out-buildings—At least two good one, to be sanitary at all times and free from marks.

Teacher—Must maintain good order at all times; supervise playground; have her work well prepared; follow state course of study; take at least one educational journal; have program posted in room; keep register in good condition; be neat in attire.

Library—Good selection from state list. Care for the books. Books kept upright in good condition and recorded according to rules specified by Oregon State Library as required by law.

Attendance—Average 92 per cent for year and not to exceed two percent in tardiness per year.

Length of Term—Not less than eight months of school each year.

During the last year, eight of the high schools of the county met the requirements of the state department of education for standardization. They are as follows: Salem, Woodburn, Silverton, Stayton, Jefferson, Turner, Scotts Mills and Aurora.

County Tuition Law.

The legislature passed the county tuition law. This law authorizes a levy of a special tax on all districts outside of standard high school districts, which, when collected, shall be known as the County Tuition Fund. This fund is to be used to pay the tuition of pupils going to standard high schools from other districts in the county. The clerk of the standard high school district is required to certify to